

Parade of Sail

Nova Scotia 1984





Tom Forrestall "The Spectators" Lithograph 6 colors Image size: 18" x 26" Print size: 22" x 30"
Paper: 250 gm Arches Edition size: 200
Price: \$650.00 (September: \$800.00)



J. Franklin Wright "Sagres II" Silkscreen 8 colours Image size: 18" x 22" Print size: 19 1/2" x 25 1/2"
Paper 250 gm Arches Edition size: 195
Price: \$250.00 (Sept.: \$300.00)

Celebrate a glorious maritime occasion. Make a twice rewarding investment.

The Tall Ships visit to Canada this summer is an historic and splendid event. An event that will not quickly be repeated.

What better way to remember the magic of a glimpse of a bygone era than with a beautiful and valuable fine art print. A limited edition fine art print by famed Maritime artists. Important and timely works by Tom Forrestall, J. Franklin Wright, and Joseph Purcell.

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Original prints are becoming increasingly popular among collectors and investors alike. They are one of the few investments that you can watch appreciate in value. Investments with which you may not want to part.

About the artists

Tom Forrestall took his fine arts degree at Mount Allison in 1958. Since then, his "luminous and exquisitely detailed" paintings have earned him an international reputation. Forrestall's work is found in private collections and galleries across Canada, the United States, and Europe.

Recognized as one of Canada's leading marine painters, J. Franklin Wright has won international acclaim for his portraits of ships of the nineteenth century. He has frequently exhibited with the prestigious Royal Society of Marine Artists in London, and his name is included in the authoritative Dictionary of 20th Century British Marine Artists.

Joseph Purcell founded his lifework and his gallery in Lunenburg (along with Jack Grey), and under the sponsorship of R. P. Bell. He is renowned for his murals, including the 60' "Lunenburg Docks" in Montreal's Place Ville Marie, contracted for by CN and Hilton Hotels.

His paintings of the sea, much sought after in Canada, are also appreciated by the President of Mexico and Indira Gandhi, among other international figures.



J. Franklin Wright "Eagle" Silkscreen 8 colors Image size: 18" x 22" Print size: 19 1/2" x 25 1/2"
Paper: 250 gm Arches Edition size: 195
Price: \$250.00 (Sept.: \$300.00)



Joseph Purcell "Tall Ships, Halifax" Silkscreen 10 colours Image size: 28" x 19" Print size: 30" x 22" Paper: 250 gm Somerset Edition size: 195
Price: \$200.00 (Sept.: \$250.00)

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Atlantic Cultural Consulting Ltd.



I must go down
to the seas again,
to the lonely
sea and the sky,
And all I ask
is a tall ship
and a star to
steer her by

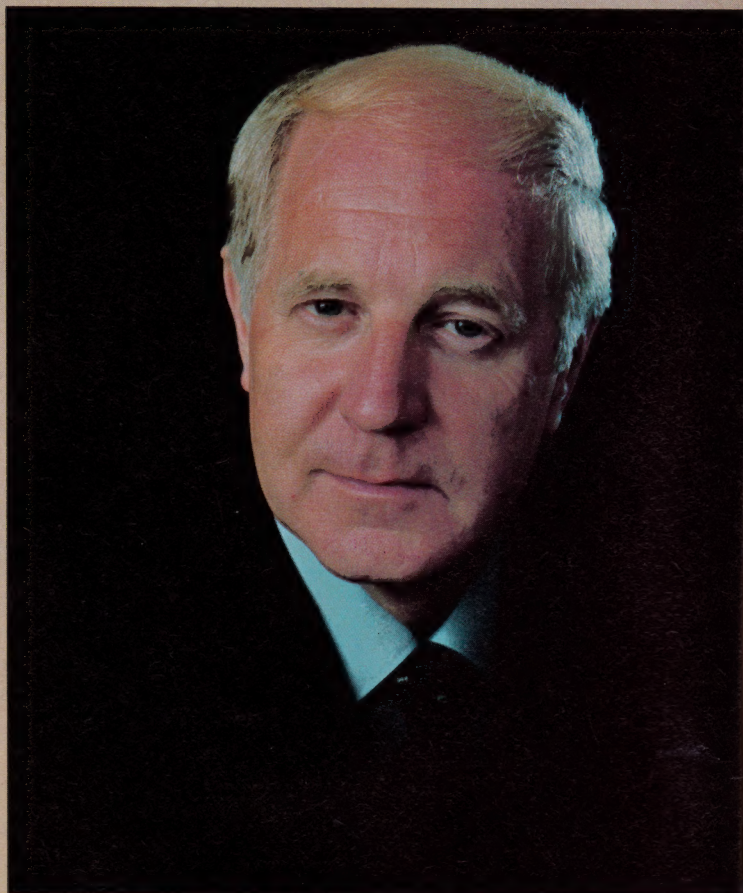
John Masefield

For more than four centuries, the bays and coves of Nova Scotia have offered safe harbour to ships and sailors from all over the world. Fishermen and traders, pirates and pleasure-seekers have all discovered the beauty and tranquility that is everywhere along our 4,700 mile coastline.

From the time of our earliest settlement, Nova Scotians have been renowned for the warmth with which visitors are received.

Today, we welcome all who have come for the spectacular Parade of Sail activities. And to the men and women of the Tall Ships, we offer special and individual greetings.

**WELCOME
WITAC
BIENVENUE
WILLKOMMEN
BENVENUTO
VELKOMMEN
WELCOM
ПРИВЕТ
BIENVENIDO
BEM VINDO**



Nova Scotians take great pride in our traditional life by the sea. We have long looked to the sea for our livelihood, adventure, and destiny. It is in the spirit of our great seafaring tradition that we welcome this grand gathering of Tall Ships, their captains and crews, to our shores this summer.

In the ports of Halifax-Dartmouth and Sydney, they enter two of the finest harbours in the world. Our seaport cities are known around the world for their warm hospitality and we invite ships' crews and other visitors to enjoy all the exciting events associated with the Parade of Sail as well as the special pleasures of our way of life.

Because Nova Scotians are so partial to the sea, you'll find fascinating maritime museums here. After all, it was to the Halifax-Dartmouth harbour that 2nd Lieutenant Wallis (a native of Halifax), in command of the Shannon, brought the defeated American ship Chesapeake on June 6, 1813.

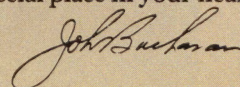
The Maritime Museum of the

Atlantic in Halifax has everything for the seafaring buff, including exhibits on the Navy, Days of Sail, Shipwrecks and Lifesaving, The Ages of Steam and the restored ship chandlery of William Robertson and Son. The Maritime Command Museum at CFB Halifax is dedicated to the Royal Canadian Navy and the Royal Navy and is located in Admiralty House, a National Historic Site. Visitors will want to explore Dartmouth's spellbinding heritage museum as well.

Lovers of tall ships will certainly want to witness the gathering of vessels in Sydney for the start of their 2,100 mile race across the Atlantic. Many visitors to Cape Breton have declared its scenery to be among the most spectacular in the world. Sydney has a long history associated with coal and steel, but it has always been an exciting and important port as well. Visitors to the Parade of Sail in Sydney can be assured of being greeted with a smile and a warm welcome.

June 21 is a special day for lovers of the sea this year. That's the date of a spectacular CBC-TV national special, *Coast of Dreams*, an hour-long musical celebrating Nova Scotia's unique way of life. It's a tale about a disheartened sea captain who finds renewed meaning in his life through his contact with the spirit of Nova Scotia. Our own Tall Ship, Bluenose II, will be featured, as will the race of the Tall Ships from Bermuda to Nova Scotia and the Parade of Sail in the Halifax-Dartmouth Harbour. The time is 8 p.m. Be sure to let your friends and relatives know about this television special. They might even want to have a special party to watch *Coast of Dreams*. That's a great way to start the summer.

We hope you will enjoy this great celebration and trust that Nova Scotia will win a special place in your heart. Cordially



Honourable John M. Buchanan, P.C. Q.C.
Premier of Nova Scotia
Honorary Commodore
Parade of Sail, Nova Scotia



Photograph Courtesy Maritime Museum of the Atlantic, Halifax

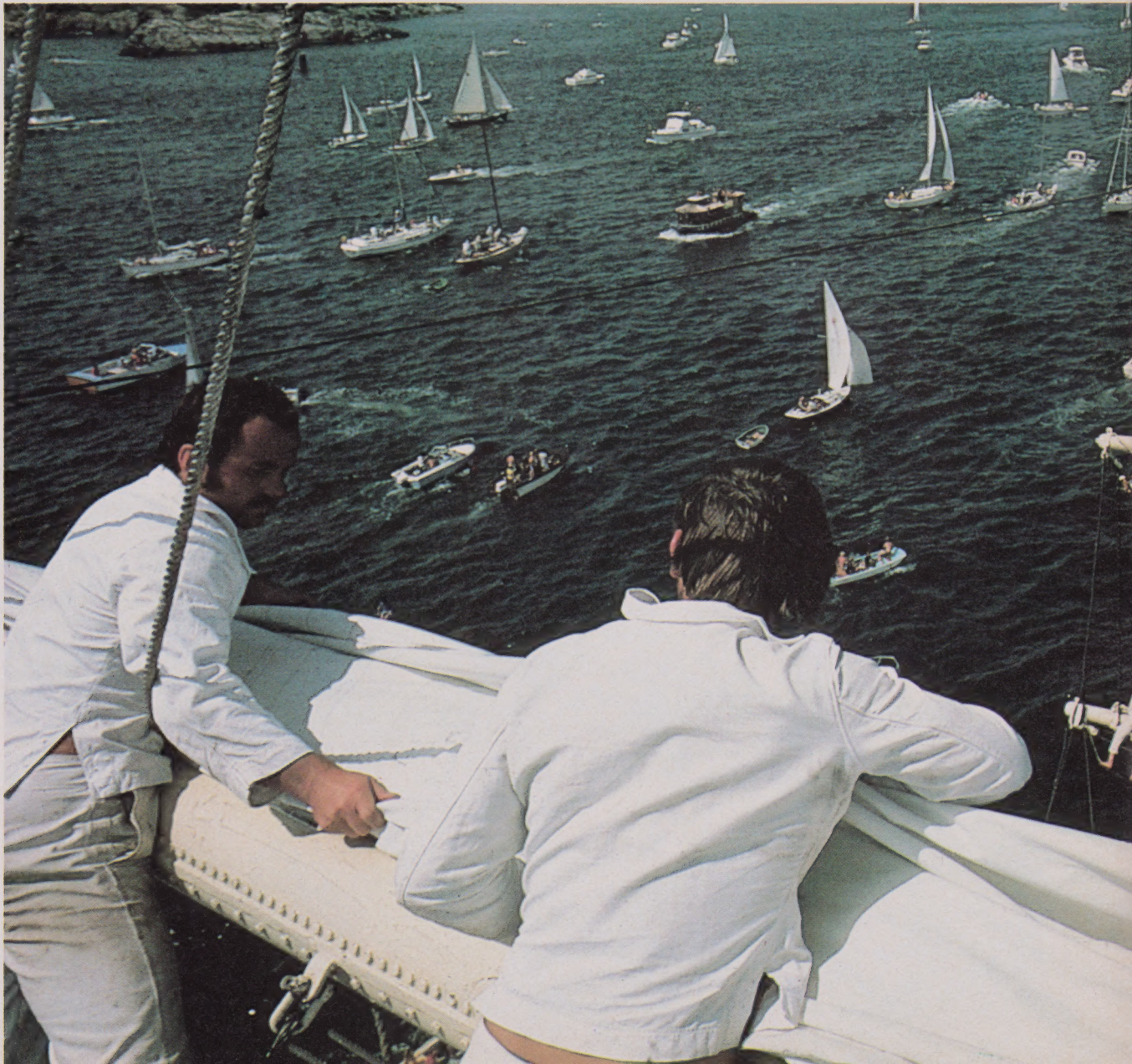
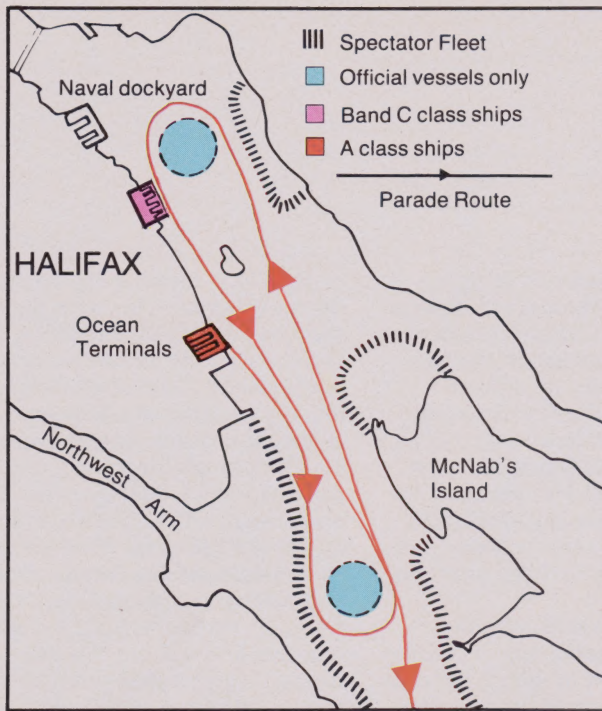
Where you can see

HALIFAX, JUNE 8th TO 13th

For five days this month, Halifax Harbour will be a sight reminiscent of the exciting days of the last century. Those "glorious days of sail"; when the shipyards of Nova Scotia were busy supplying the world with sailing ships, and the wharves were bustling with the trade of the seven seas.

And as the grand finale to this fascinating glimpse back in time, on June 13th, Nova Scotia's own Tall Ship, *Bluenose II* will lead a spectacular sailpast. A time to say goodbye as the Tall Ships head for Quebec.

Try not to miss this historic pageant. For who knows when the great fleet will once again spread its canvas between Chebucto Head and The Narrows.



the great fleet

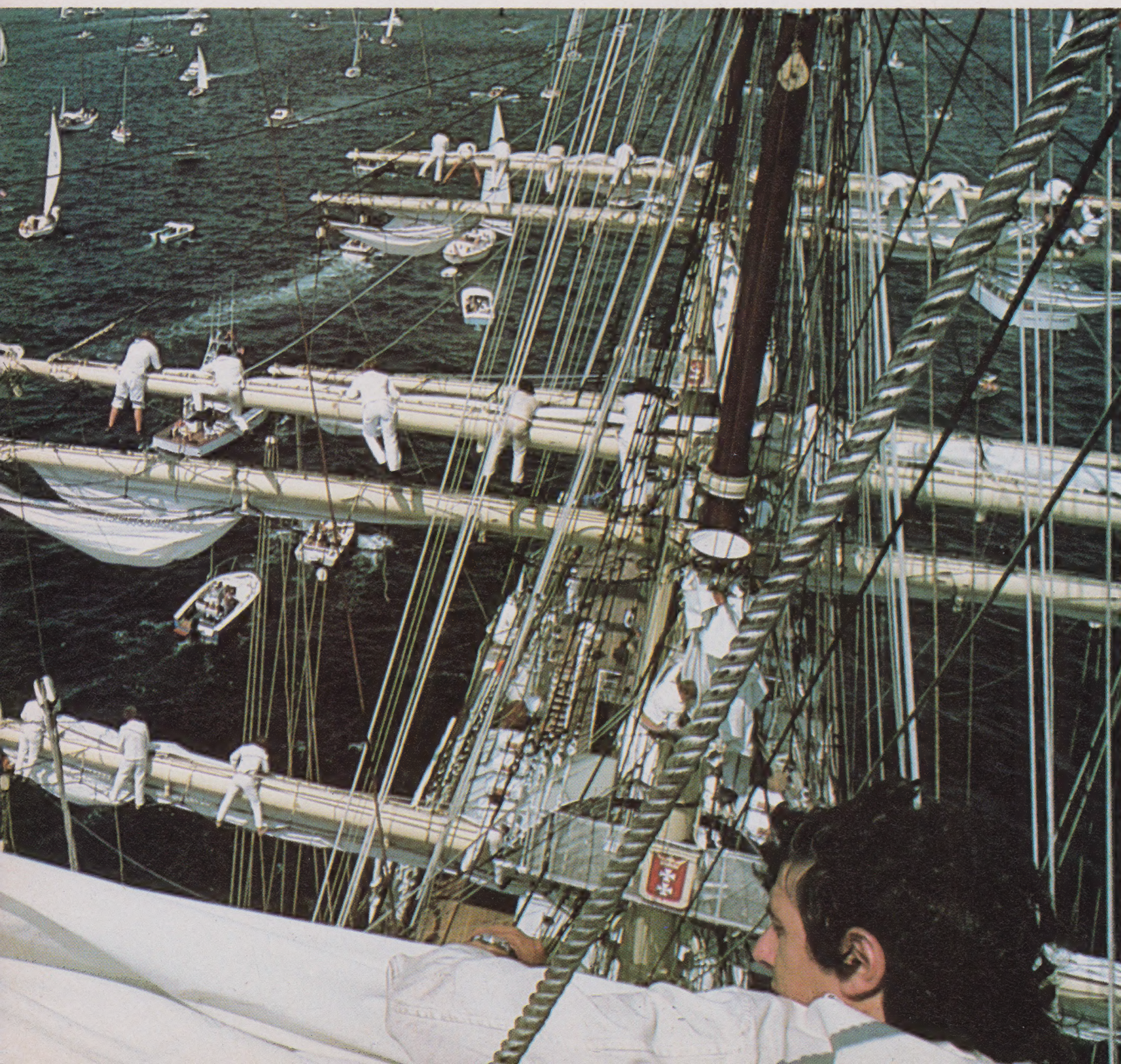
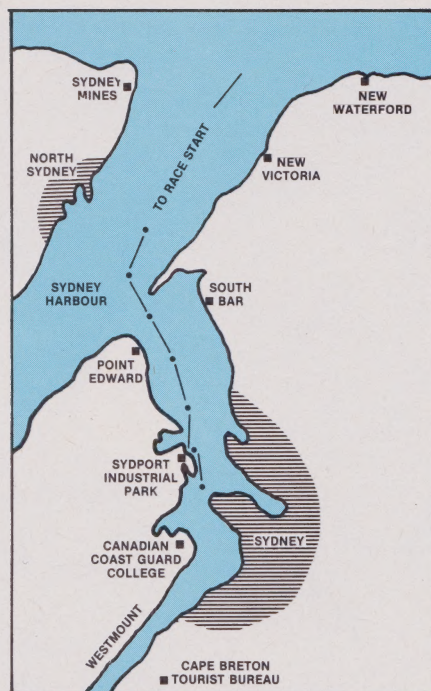
SYDNEY, JULY 7th TO 11th

Sailing ships have been gathering in the deep, sheltered harbour at Sydney since long before Canada became a nation. But it has been many, many years since such a fleet as this gathered here.

The Tall Ships will assemble in Sydney Harbour after their voyage back from the celebrations at Quebec City. Crews will be mustered, rigging checked and repaired, provisions loaded and stowed.

Then, on July 11th, Bluenose II will once again lead a splendid parade. In her wake will be the cream of the world's Tall Ships, readying as they go, eager to start the long, 2,100 mile haul to Liverpool, England.

Where, in due course, the winner of this classic contest of man against the sea, will receive the Ports Canada Trophy.







CANADA

Bluenose II

Rig: *Gaff rigged Schooner*

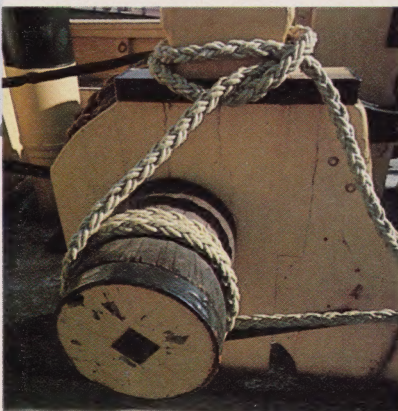
LOA: 160'

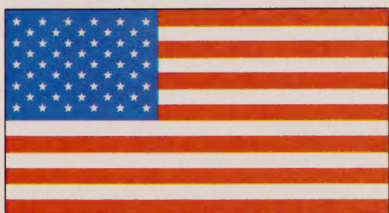
Beam: 27'

Complement: 5 officers, 12 crew

Built in 1961 in Lunenburg, N.S., BLUENOSE II is a replica of Canada's famous grand banker of the same name. Both the replica and the original were built in the same shipyard and some of the same craftsmen worked on both. The original dominated the International Fishermen's Races of the 1920's and '30's.

BLUENOSE II has participated in many sail training gatherings, including the first OPSail in 1964. This excellent vessel has become a familiar sight along the Atlantic Coast, and an always welcome visitor.





UNITED STATES

Eagle

Rig: *Barque*

LOA: 295'

Beam: 39'

Mast Height: 148'

Complement: 19 officers, 26 crew and 180
trainees

The United States Coast Guard EAGLE was built by Blohm and Voss for the German Navy in 1936 as the sail training ship HORST WESSEL. She is the sister ship to Romania's MIRCEA, Portugal's SAGRES II, USSR's TOVARISHCH II. Converted to a cargo carrier in World War II, she came to the

Beken of Conves



United States as part of Germany's war reparations. The Coast Guard was delighted to take her over and named her in honor of a long line of famous Revenue cutters, dating back to 1798.

EAGLE is built of German steel on the transverse framing system. Her rig and

accommodations have remained virtually unchanged except for the mizzen, which was rearranged to take a single rather than a double spanker.

Every Coast Guard Academy cadet serves aboard as part of his or her professional training. The ship carries three times as many cadets as a modern Coast Guard

Cutter. In June of each year cadets of the 1st and 3rd classes aboard EAGLE and her accompanying cutters depart for a 2½ month cruise to Europe or the Caribbean.

Her original large carved eagle figurehead was donated to the Marine Museum at Mystic Seaport.





PORTUGAL

Sagres II

Rig: Barque
LOA: 298'
Mast Height: 150'
Draft: 17.5'
Complement: 10 officers, crew of 159,
45 cadets

The SAGRES II, sails under the flag of Portugal as a naval training ship.

Designed and built in 1937 by Blohm & Voss as the Schoolship ALBERT LEO SCHLAGETER for the German Navy, the vessel came into the possession of the United States at the end of World War II. She was turned over to Brazil in 1948 to be renamed GUANABARA and

Beken of Cowes



used until 1961 off the Coast of Brazil as a naval sail training ship. That year Portugal bought her to take the place of their older ship of the same name which had been taken out of commission.

The SAGRES II is easily distinguished by the traditional Portugese Cross of Christ (Maltese Cross) on her sails. She took part in Operation Sail 1964

and routinely makes two training voyages each year in the Mediterranean and in the Atlantic.

The name Sagres comes from the port which was used by many great explorers and navigators for launching their expeditions. Prince Henry died at Sagres in 1460 and it is his bust which is the figurehead of SAGRES II.



Simon Bolivar

Rig: Barque

LOA: 270'

Height: 140'

Beam 22'

Draft: 14.5'

Complement: 17 officers, 24 warrant officers,
51 enlisted men 102 midshipmen

Venezuela's SIMON BOLIVAR, completed her maiden voyage as a sail training ship in 1981 between Caracas and Portsmouth, New Hampshire. The sailing vessel was built at



VENEZUELA



the Celaya S.A. shipyard and workshop in Erandio Viscaya, Spain. Her keel was laid on June 6, 1979, launched on November 21, 1979 and delivered to the Venezuelan Navy on August 12, 1980. Her displacement is 1260 tons. Her figurehead was designed by the distinguished

Venezuelan artist Manuel Felipe Rincon.

Captain Hector Pacheco-Moreno, master of the ARV SIMON BOLIVAR, was born January 26, 1940 in Tariba, Edo. Tachira, Venezuela. He has completed courses in basic armament, tactics, command

and staff theory in Peru, and sailing ship maneuvers in Spain. Captain Pacheco-Moreno has been distinguished in receiving the "General Rafael Urdaneta" (3rd class) and "Orden Francisco Miranda" (2nd class). The vessel is named in honor of "The Great Liberator," Simon Bolivar.







POLAND

Dar Młodzieży

Rig: Full rigged ship

LOA: 310'

Height: 248'

Beam: 46'

Draft: 21'

Complement: 17 officers, 25 crew, 130 trainees

The DAR MŁODZIEZY was launched in 1982 and so is one of the newest Class A Tall Ships in the fleet. She is the sail training ship of the Polish State Sea School, Merchant Navy Academy, with her home port at Gdynia.

With her gleaming white hull and towering rigging she will be a truly magnificent sight wherever she sails. She will undoubtedly be a formidable competitor in the international races.

The DAR MŁODZIEZY has a great deal to live up to, and big challenges ahead of her.

She replaces the proud DAR POMORZA, which until she became a museum ship in 1982, was the oldest sail training ship afloat. POMORZA had also been a recipient of the premier award of the Sail Training Association, a performance that DAR MŁODZIEZY is sure to try and match.



РУ-0702

Крушение



U.S.S.R.

Kruzenshtern

Rig: 4 masted Bark

LOA: 342'

Height: 162'

Bearn: 43'

Draft: 23'

Complement: 26 officers, 50 crew, 160 cadets

The KRUZENSHTERN is owned by the U.S.S.R. Ministry of Fisheries and operates solely as a training vessel.

She was built in Germany, and in the early 1920's as the PADUA, tradely actively in F. Laeisz famous Flying P nitrate line between Chile and Europe.

Before the second world war, she traded partly to South America and Australia.

She was taken over by the U.S.S.R. in 1946, and renamed after a prominent Russian hydrographer.

The KRUZENSHTERN is also a past holder of the major award of the Sail Training Association.

One man's dream. And thousands of young people make it a reality

The tall ships. Parade of sail.
International sailing races.

Here are phrases that stir the blood and conjure up a fascinating kaleidoscope of impressions. Giant square riggers with towering masts and billowing sails, leaning majestically to wind, sleek schooners driving through the sea, ships of every rig and many nations.

Their crews are proud young people, who wear different uniforms and speak different languages, but working together to sweat the last iota of power from the sails. Striving to the limits of their ability in a supreme effort to come home first in their class.

Later, the ships lie alongside some jetty or sit to their moorings, dressed with flags and bunting fluttering in the breeze, while the ongoing maintenance and preparations for the next adventure goes on below.

How did it all start? How did these gatherings of great vessels ever come to be.

Like so many good things, it all started in a small way. One man had a dream.

Bernard Morgan was a retired English solicitor. His dream was of a Brotherhood of the Sea, the bringing together of the youth from all the sea-faring nations in friendly rivalry. He knew that as they developed their skills, they would also develop themselves, physically and spiritually.

There's one thing about a man with an idea: he likes to talk about it. To interested people, and to those who couldn't care less. Bernard Morgan was lucky. One man he talked to was a Royal Navy Commander, Peter Godwin. And Godwin was hooked.

By 1954, the two of them had developed a proposal which the Commander placed before Earl Mountbatten, who was at that time First Sea Lord at the British Admiralty. Mountbatten quickly saw the value of the scheme, and he in his turn, brought in Captain John Illingworth, one of the world's foremost experts on offshore racing.

In the fall of 1954, Illingworth established a committee called the Sail Training International Race Com-

mittee (STIRC), to organize the first Tall Ships race.

That first race, held in July 1956 and sailed from Torbay in England to Lisbon in Portugal, was an outstanding success. So much so that the STIRC became a permanent body. At the suggestion of the operators of the square-riggers, future races would be held every second year.

The Committee then approached the Duke of Edinburgh, who graciously agreed to become Patron, an office he still holds.

In June 1956, Articles of Association for the Sail Training Association were signed.

On this side of the Atlantic, the aims and objectives of the Sail Training Association are under the direction of the American Sail Training Association.



Collectively, the work of the two associations is an effort to bring together, at regular intervals, the last great square-riggers that still keep the sea, and the young people who crew them.

The overall purpose is threefold.

First, to gather for friendly competition as many young people from as many different nations as possible,

in a spirit of international goodwill and understanding.

Secondly, to provide our youth with challenging experiences aboard a deep-water sailing ship, as part of their maturing and character-building process. And thirdly, to educate them in values of our maritime tradition, in an understanding of its complexity, and in the need to protect our ocean environment.

There is not a man, woman, or child in Nova Scotia, or indeed any of the four Atlantic provinces, who would not endorse those objectives.

Can there be a more effective way to turn a young person into a responsible adult than to expose him or her to the challenges of life aboard a bluewater sailing ship?

It has been seen many times: A youngster reports aboard somewhat diffidently, apprehensively, and sometimes, even resentfully. Almost invariably the

skipper is asked at the end of the cruise, "When can I sail with you again.?"

The reasons are clear enough. Imagine if you were to be placed into a strange and complicated environment, where you are practically helpless without direction. In no time at all, you would be seeking out instruction and recognizing and accepting the need for discipline.

So the trainees become aware of their interdependence with other members of the crew, and the importance of each to the common good.

Crewing aboard one of these training ships is no summer cruise. Much time aboard is spent on the kind of jobs you wouldn't normally go looking for. Cleaning the heads, polishing brass, working in the galley.

But there are very special rewards.

Standing a trick at the wheel, sailing under star-filled skies, making an early morning landfall.

Out of the sail training ex-

perience comes the self-confidence gained from making yourself do unpleasant but essential tasks. Such as turning out of a warm bunk for cold and wet deck duty, or going aloft in a gale when you are shivering from more than the cold. To do these things not from just being ordered to do them, but because you know your fellow shipmates are counting on you.

What wealth of pride and sense of personal satisfaction these challenges can generate.

The educational benefits of the sail training programs are enormous: character-building and the development of international understanding. No shore-side instruction could duplicate the lessons learned. Practical lessons in physics, astronomy and mathematics, meteorology, and perhaps most important of all, human psychology.

Joseph Conrad knew:

"... you here — you all had something out of life; money, love — whatever one gets ashore — and tell me, wasn't that the best time when we were young at sea; young and had nothing, on the sea that gives nothing, except hard knocks — and sometimes a chance to feel your strength . . ."



The International Sail Training Races

Having the Tall Ships help celebrate any kind of national event adds a very special feeling to the whole occasion.

When the event is related to the sea, and earlier passages by vessels similar in rig to the Tall Ships, then their involvement becomes even more appropriate.

In 1982, the Tall Ships gathered in Philadelphia to be part of the celebrations of William Penn's establishment of the city three centuries earlier.

Now, in 1984, it's Canada's turn.

This year marks the 450th anniversary of the arrival of Jacques Cartier.

In 1534, King Francis 1 of France had commissioned Cartier, a seafarer and fisherman who sailed out of St. Malo, "to discover certain islands and countries where it is said great quantities of gold and other riches can be found".

Maybe Cartier didn't find the gold, but he did find the Gulf of St. Lawrence, and he did sail into a place in Canadian history from where he could never be dislodged.

What then could be more fitting than to have

the Tall Ships follow his course down the St. Lawrence.

In actual fact, the modern fleet won't exactly be following the wake of Cartier. This time, they'll take a different tack, and for one very good reason.

Consider what happens when you take one magnificent sailing ship, give it a Captain of broad experience, and perhaps a skeleton crew of a few seasoned sailors. Then for the balance of your crew, muster a crowd of eager young men and women who hanker for a taste of the seafaring life as it was a few hundred years earlier.

Assemble a few such vessels, and then suggest they go to Quebec to join a celebration.

Can you imagine them sailing over in some kind of convoy, proceeding at the speed of the slowest member of the group?

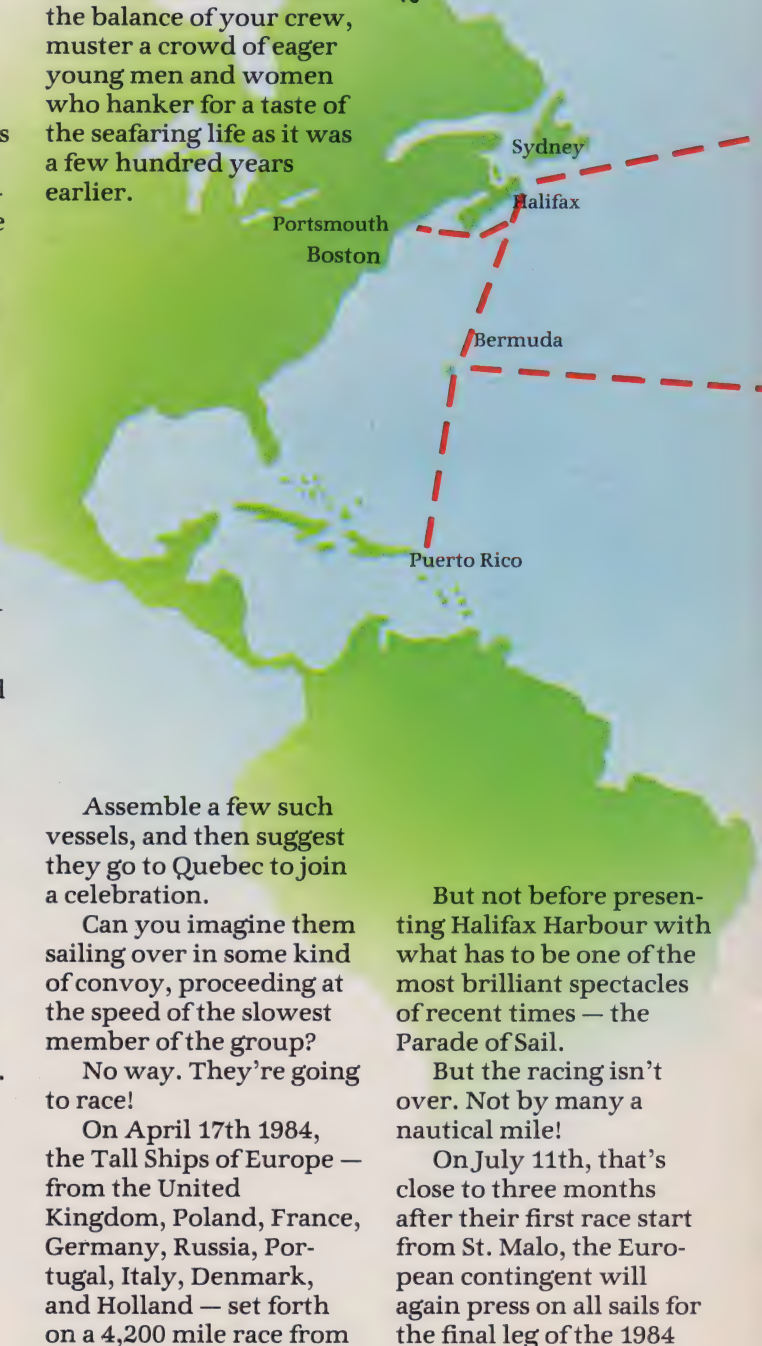
No way. They're going to race!

On April 17th 1984, the Tall Ships of Europe — from the United Kingdom, Poland, France, Germany, Russia, Portugal, Italy, Denmark, and Holland — set forth on a 4,200 mile race from

St. Malo to Bermuda via the Canary Islands.

In Bermuda they would meet up with Tall Ships from South America, and on June 2nd, start another race to Halifax.

After a few days R & R in Halifax, this great fleet, now joined with Tall Ships from the United States who had sailed from Portsmouth, New Hampshire on June 7th, would start their cruise to Quebec.



series — the 2,100 hundred miles from Sydney, Nova Scotia to Liverpool, England.

Winning a sailing race, and particularly a sail training race, depends on a few principal ingredients and the skill with which they can be blended into a harmonious whole. Naturally, you want favourable winds

minutes after the gun followed by Spain's JUAN SEBASTIAN DE ELCANO with Colombia's GLORIA playing the perfect host — crossing last a good 33 minutes after the starting signal.

Captain Gustavo Angel of GLORIA correctly diagnosed the weather and short tacked up the

is given a time allowance, which is computed by a complicated formula taking into account the vessel's size, rig, age, and many other factors. By applying this time allowance to the actual time an entrant takes to complete the race, a corrected time is calculated. The entrant with the shortest corrected time is declared the winner. The time allowance thus allows a small, slow competitor to compete on an even basis with a large, fast craft.

There is also a time limit. This allows organizers of shore events to make plans for various activities with assurance that the Tall Ships will actually be in port when the events are scheduled. The time limit is based on 27 years experience in running sail training races, and is a method of computing how long a race should take. Some of the many variables that must be taken into account when establishing the time limit are distance, winds to be expected along the race route, and ocean currents.

Class A must, and Classes B and C should, report their noon positions each day to the communications ship. Failure to comply with the rules can result in a time penalty. Use of the "iron spinnaker (turning on the engine), is considered entirely unsporting.

While many prizes and awards are given to competitors, the object of the races is not so much just to win, but to take part with determination and to give one's very best effort. In fact, the premier award is presented to the ship which, by vote of all the

Captains present, has done the most for international goodwill during the races. Canada's ORIOLE has been among the recipients of this award.

More than a quarter of a century has elapsed since the first Tall Ships race in 1956. How many thousands of young people have experienced the challenge of the sea aboard a magnificent square rigger, or a sleek, swift fore and after? How many more young people will have these opportunities?

Here in Nova Scotia, we can be heartened by the enthusiasm of the men and women who came forward to make possible the visit of the Tall Ships and the Parade of Sail.

With people like this around the world, the Tall Ships should sail on forever.

For the ultimate benefit, in one way or another, of each and every one of us.



Colombian coast. When the wind veered east, he worked up to head directly for the Windward Passage, worked his way unimpeded through the Crooked Island Passage — and then lay becalmed for two days!

ELCANO bucked a continuing easterly, which veered deeper to the SE, making only 15 miles of forward progress in each of two days. She was forced to quit the race and motor on to her destination.

Meanwhile, GUAYAS clawed up the east coast of Jamaica and then shot through Windward Passage on the tail of a strong breeze. An intense contest then ensued, with GUAYAS ending 24 miles ahead, but GLORIA winning on corrected time.

Each entry in the race

and currents. The type and condition of the vessel is a key factor. So is the skill of the captain and his ability to meld his crew into a single-minded working unit. And then of course, there's just plain luck.

For example, here's what happened in 1980.

Off Cartagena, Colombia, the trade winds had been blowing steadily NNE (the right direction) at 20 knots. However, the wind began to fail on the very day the race started.

Ecuador's GUAYAS, favoring the leeward end of the line, crossed two





CANADA

Our Svanen

Rig: *Barkentine*

LOA: 130'

Height: 111'

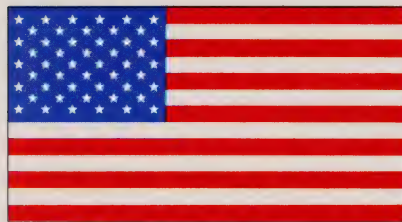
Beam: 22'

Draft: 9'5"

Complement: 5 officers, 17 trainees

This type of vessel is known as a Baltic trader, with this particular one being built in Denmark in 1922. She is typical of the rig and the era. At one time there must have been hundreds of these handsome barkentines plying their trade between the European ports. OUR SVANEN is currently under charter to the Royal Canadian Sea Cadets.

OUR SVANEN is one of only three Canadian entries in this year's Parade of sail. But with ORIOLE and BLUENOSE II also carrying our colours, we can be assured that the Maple Leaf will be proudly represented.



UNITED STATES

Providence

Rig: *Topsail Sloop*

LOA: 110'

Mast Height: 96'

The PROVIDENCE was launched in 1976 at Melville, Rhode Island. She was conceived and built as a Bicentennial project for the State of Rhode Island.

She is a reproduction of the Revolutionary War Ship that distinguished herself in action against the British and as the first command of John Paul Jones. In addition to sail training, sloop PROVIDENCE has sailed to Pennsbury, the ancestral home of William Penn; to Annapolis to participate in the ceremony to issue the John Paul Jones commemorative stamp; and to Yorktown for the 200th Anniversary of the Battle of Yorktown.

Of fiberglass construction, PROVIDENCE was built by Seaport '76, a non profit foundation dedicated to stimulating interest in our maritime heritage.

In Summer she can be found in Narragansett Bay and along the New England Coast and in Florida in Winter.





The Italians Have A Word For

The Ghia studio in Turin, Italy, is one of the most famous automotive design studios in the world. Established in 1915, it has been influencing the way cars look since its very beginning.

Since Ghia was acquired by Ford, it's played a key role in our design plans. And as you can see, the result has been some of the most elegant and beautiful cars ever designed. Cars with

forms that closely follow their function. Cars so aerodynamically advanced they cheat the wind and slice through it like a knife, to get superior performance and fuel economy.

Perhaps the best news of all is that Ghia-influenced aerodynamic designs are not something of the future. In fact you can see that influence in our new Ford Tempo and Thunderbird, Mercury



Elegance And Style. Ford.

Topaz and Cougar and Continental Mark VII right now. Aerodynamics is a science in which Ford Motor Company has assumed a leading role by producing some of the most aerodynamically-efficient cars of the time. Not just for beauty's sake, but more importantly to achieve better handling and stability, better fuel economy and a smooth quiet ride.

So the next time you see an incredibly beautiful automobile rolling down one of our Canadian highways, and wonder what kind of car it is, chances are its name will be a lot easier to pronounce than Maserati or Lamborghini.



The class system

As you can see, the Tall Ships are a very mixed fleet. Some vessels as big as 360' long, with others only around 30'. Even with handicaps and corrected time formulas, it would be impossible from them to race against each other.

That's why, during racing, the Tall Ships are divided into three classes.

Class A includes all square rigged ships and other ships more than 160' in length. These are usually navy, coastguard, or merchant marine training vessels, like the United States Eagle and the Portugese Sagres II. Our Bluenose II is class A.

Class B, sailing schools and research ships, includes all fore and aft rigged vessels from 100' to 160' on the waterline. Canada's Our Svanen is a beautiful example of the Class B.

Class C, shown on the following eight pages, are all other ships and yachts over 30' on the waterline.



UNITED KINGDOM

Dasher

Rig: Bm. Cutter

LOA: 54'

Beam: 14.5'

Draft: 9'

Height: 73'

Complement: 4 officers, 8 trainees





Aztec Lady

Rig: Bm. Ketch

LOA: 67.0'

Beam: 19.5'

Draft: 8'

Height: 80'

Complement: 2 officers, 8 trainees



Corsaro II

LOA: 69'

Beam: 16'

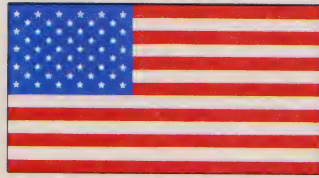
Draft: 9.5'

Height: 90'

Complement: 4 officers, 3 crew, 9 trainees

ITALY





UNITED STATES

Welcome

Rig: Sloop
LOA: 60'
Beam: 15'
Draft: 6'



Centaurius

Rig: Ketch
LOA: 52'
Mast Height: 65'
Complement: 2 instructors, 8 trainees





John Vernon, international movie and television actor and star of "Coast of Dreams", discusses the finer points of sailing with Premier John M. Buchanan, P.C., Q.C., Honorary Commodore of the Parade of Sail.

"Coast of Dreams" celebrates new Spirit of Nova Scotia

"Coast of Dreams" dramatically reflects the dynamic new spirit of Nova Scotia in music and song — a Nova Scotia that honours the past while it meets the future with confidence and courage.

The show promises to become a television classic. It features international movie and television star John Vernon as a dispirited sea captain who finds new hope and strength through his contact with the heart of Nova Scotia. The powers of good return to the captain's life through music and song performed by such outstanding Nova Scotian talent as Carroll Baker, John Allan Cameron, Catherine McKinnon, Patrician McKinnon, John Gracie and Paul Eisan.

"Coast of Dreams" also features the schooner Bluenose II on which much of the captain's voyage of discovery was filmed. The race of the Tall Ships from Bermuda to Halifax and the magnificent spectacle of the Parade of sail provide thrilling moments for lovers of the sea.

In the days of "Wooden Ships and Iron Men", Nova Scotia played an important role on the world stage. Now, there are positive signs that Nova Scotia is once again emerging as a leading player on the national and international scene. The creation and production of "Coast of Dreams" is a further expression of the new spirit of Nova Scotia in the 80s.

"Coast of Dreams" is a major Nova Scotian production shot by a technical crew from CBC-TV's Halifax studio under the direction of producer-director Jack O'Neil. The script was written by former CBC executive and producer Jack

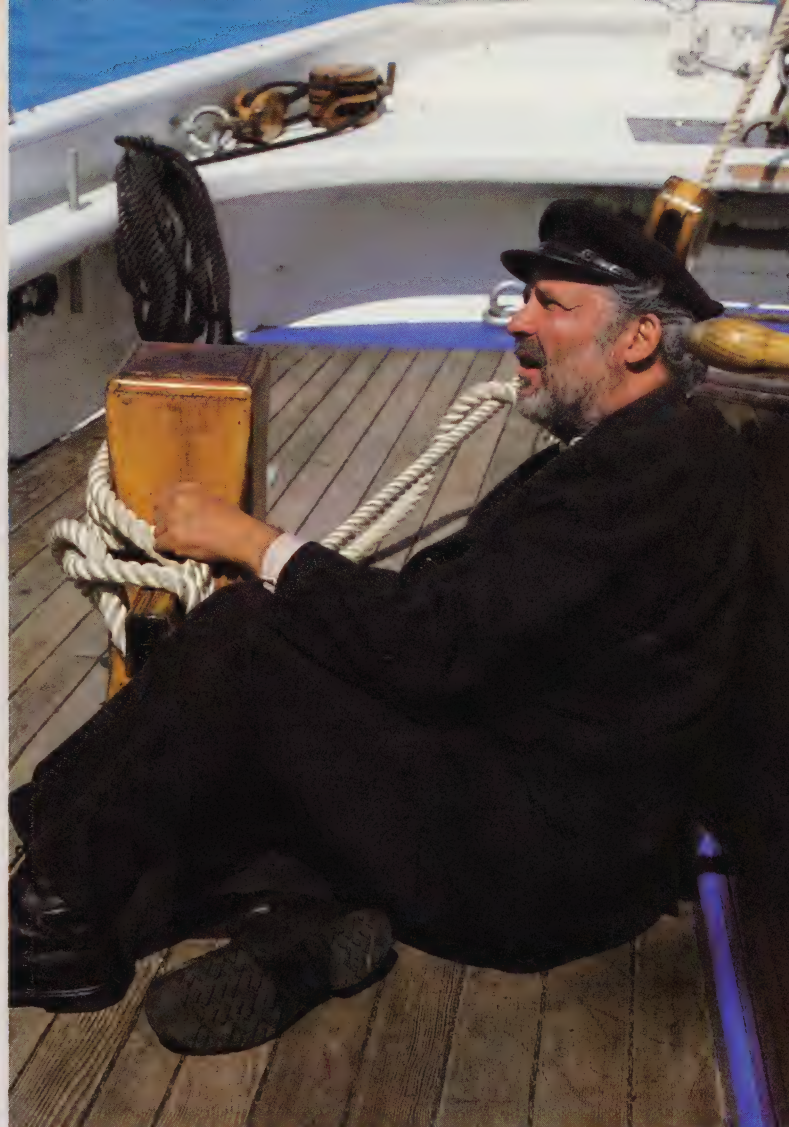
McAndrew. The completely original music and lyrics were the work of Nova Scotia's Bob Quinn.

In recent weeks, Quinn's stirring new theme song for the Province, "Sail on Nova Scotia," has been enthusiastically received by Nova Scotians from every walk of life. Many people have been calling it a new "anthem", likely to take its place alongside such favourites as "Farewell to Nova Scotia", and "The Song for the Mira". You can judge for yourself.

The lyrics of "Sail on Nova Scotia" are provided here for your enjoyment. You might want to keep these handy when you watch the show and sing along just for the fun of it.

"Coast of Dreams" is the perfect way to start your summer. Make it a special evening with your family and friends.





Sail on Nova Scotia

Sail on, sail on, sail on Nova Scotia
Sail on, sail on, there's still so much to sea
New Scotland's voice carries on the wind
A spirit wild and free
And it calls to every native child
Who has ever known the sea.

This land of ours she can stand her ground
With pride and majesty
And with every day this world goes through
She becomes a better place to be
She becomes the only place for me.

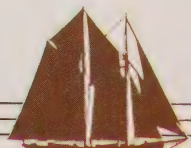
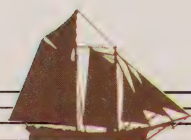
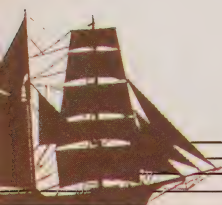
Sail on, sail on, sail on Nova Scotia
Sail on, sail on, there's still so much to sea.

The highlands guard your Atlantic shore
And waves roll endlessly
The songs of seabirds fill the air
As they sing your legacy
O province fair, that my heart holds dear
There's none so proud as she
For where'er I wander on this earth
She will always be with me
She will always be with me.

Sail on, sail on, sail on Nova Scotia
Sail on, sail on, there's still so much to sea

Words and Music by Bob Quinn
Copyright 1984 Bob Quinn

COAST OF DREAMS
CBC-TV JUNE 21 8 P.M.



TASTE FOR YOURSELF

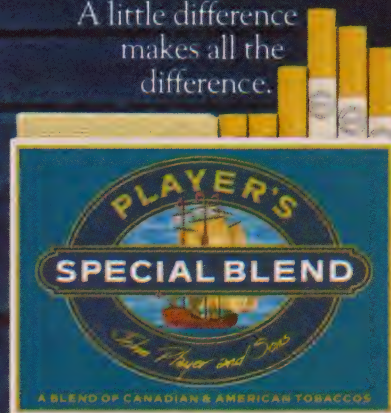
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A LITTLE
U.S. FLAVOR
IN A LOT
OF CANADIAN
CIGARETTE.

Introducing Player's
Special Blend.

Not just a new cigarette.
A new kind of cigarette.

Smooth Canadian tobacco,
blended with just enough
rich U.S. leaf.

A little difference
makes all the
difference.



Regular and King Size
Made in Canada by John Player & Sons

Warning: Health and Welfare Canada advises that danger to health increases with amount smoked—avoid inhaling.
Average per cigarette: Regular and King Size—14 mg "tar", 1.1 mg nicotine.



UNITED KINGDOM

Sabre

Rig: *Bm. Yawl*

LOA: 54'

Beam: 14.5'

Draft: 7'

Complement: 4 officers, 8 trainees



Sea to Sea

Fifty seven branches across Canada offering you a broad range of financial, deposit, lending and personal trust services. A real estate service is offered in Atlantic Canada.



Central Trust

"Serving Canadians Since 1887"

HEAD OFFICE: Halifax, Nova Scotia



WEST GERMANY

Stoertebeker

Rig: *Bm. Sloop*

LOA: 51'

Beam: 13'

Draft: 8'

Height: 67'

Complement: 3 officers, 9 trainees





Bay of Fundy Trader



Four Masted Schooner



Square Topsail Schooner

Recognizing the rigs

Or how to tell a bark from a barkentine, a brig from a brigantine

The sail plans of sailing vessels are many and varied. In addition to differences in the basic design, a ship might undergo any number of changes. At the whim of her owner, builder or captain; changes to suit the trade she was in, or even local traditions.

Some changes were made to improve sailing qualities; but more often than not, the main aim was to provide a rig that could be handled by a smaller crew, so paying dividends to the shareholders.

The silhouettes of the vessels on these two pages

represent the types of rigs seen on the east coast of North America during the mid 1800s to the early 1900s — a period of maritime history often referred to as the “golden age of sail.”

Sailing ship rigs can be divided into two broad categories: the “fore and aft rig,” in which the sails lie in the same plane as the ship’s fore and aft line; and the “square rig,” in which the sails are rigged athwart (across) the ship.

Each rig had certain advantages.

The fore and aft rig

This rig, sometimes known as the schooner rig, required only a small crew, and was generally used in the coastal and fishing trades. Ships with this rig could point higher into the wind and were usually more manoeuvrable when working in the changing winds along the coast.

However, the rig was not limited just to coastal schooners. Big fore and afters plied the ocean, heading for the European ports, the West Indies and South America.

Grand Bank Fishing Schooner (similar to the Bluenose) The one illustrated, in addition to all the usual lower sails, carries a main gaff topsail and a fisherman’s staysail set between the masts.

Two Masted Fishing Schooner. Winter rig. Her topmast and all light upper canvas have been struck and sent ashore.

Square Topsail Schooner. wearing a combination of fore and aft sails and small, square sails.

Bay of Fundy Trader. A coastal cargo schooner, and the workhorse of our coastal trade. She was probably not much more than 100 tons and carried everything from timber, coal and bricks, to general cargo and maybe a load of hay to some island community. Our schooner is shown with only a main topmast, but many also carried a fore topmast.

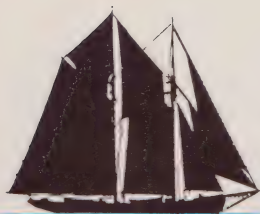
Four Masted Schooner. At anchor. This design attempted to reduce individual sail area, raise



Full Rigged Ship



Barkentine



Grand Bank Fishing Schooner



Two Masted Fishing Schooner



Tern Schooner

tonnage and still manage with a small crew. In the early days, sails were hoisted by hand, but gradually the gasoline engine was introduced, saving work, wages and food. She reached 500 to 700 tons and could operate with eight hands.

At the turn of the century, these schooners were used in the coastal trade between Canada, the United States, the West Indies and South America. In addition, some made transatlantic voyages to Europe and West Africa. Along the New England coast a number of five and six masted schooners were built, plus one seven master, the steel hulled "Thomas W. Lawson."

Tern Schooner. A three master built in great numbers along our shores between 1880 and 1920. These vessels were cargo carriers of between 200 and 400 tons and required a crew of six to eight. The Tern shown has all sails set, except staysails between the masts. A few of these vessels survived until World War II.

The square rig

The square rig was normally an offshore rig used by vessels making long ocean passages, taking advantage of prevailing wind and current patterns.

Square riggers varied in size from the small handy brigantines and brigs of a couple of hundred tons, to the great full rigged ships and barks of over 2,000 tons. The square rig was also found in the coastal trade where brigs plied their trade up and down the eastern seaboard.

Brigantine. A two masted vessel square-rigged on the foremast, with fore and aft sails on the mainmast. Shown is a typical vessel of about 220 tons, similar to the "Amazon," which was to become the ill-fated "Mary Celeste." Our brigantine is shown with two staysails set between the masts.

Brig. A two masted vessel square rigged on both masts. The brig is a very old and efficient sailing rig and the class was still in use up to the very end of commercial sailing

ships. Only a few brigs were built in Nova Scotia yards, but they were very common in European waters.

Barkentine. The foremast is rigged square, and the other masts rigged fore and aft. The one shown is similar to the "Maid of England," of 750 tons and built in 1919. She was the last Canadian commercial vessel to carry a square rig, which she did until being abandoned at sea in 1928. Only a small number of vessels of this type were built locally.

Bark or Barque. Usually a three masted vessel, the fore and main masts square rigged, and the mizzen mast or after mast, rigged fore and aft. The four masted bark was a relatively common rig on the oceans, but only two were built in Canada: The "John M Blaikie" was launched at Great Village in 1885, and the "Kings County" launched at Kingsport in 1890.

More barks were built than all other square rigs combined. The big Maitland bark "Calburga" was the last British North American square rigger

of large tonnage to be built in the Canadian registry; she was lost off the coast of Ireland during World War I.

Full Rigged Ship. Square rigged on all masts. Staysails could be set between the masts. Outboard of square sails there could be studding sails, and above the royals (uppermost sails) you might see sails with such names as skysail, moon-raker, Trust to God, or Angel Whispers. Some aging ships were later reduced to bark rig, many were "sold foreign," and many were simply "lost without trace" or abandoned at sea.

Within the decade of the nineties and the early twentieth century, British North American square riggers swiftly disappeared. Iron, steel, and steam, plus high insurance rates and dwindling cargoes caused most owners to dispose of their fleets. For some years, the last of the square riggers tramped the oceans of the world under foreign flags, until finally — who knows?

Text by Graham McBride, Maritime Museum of the Atlantic.



Brig



Brigantine



Bark

Tall Ships of the world



Barba Negra Canada



William H Albury Bahamas

Gloria Columbia





Elinor Denmark



Lindo-St. Thomas, Virgin Islands





Sedvo-USSR



Dar Pomorza-Poland-LOA: 266.6'

Libertad-Argentina LOA: 298'





Christian Radich-Norway-LOA: 205.9'
Gazela Primerro-United States-LOA: 178'



Gorch Fock-Germany-LOA: 293'



Young America
United States-LOA: 130'

"OFF CAPS TO THE TALL SHIPS"

As an official sponsor of Parade of Sail Nova Scotia 1984, Oland's Light Beer would like to throw out this welcome line to these magnificent sailing vessels and their crews.

We hope you enjoy the sight of these "Tall Ships" in Nova Scotia's harbours and the opportunity we have to extend the traditional Maritime welcome to those in from the sea.

*Parade of Sail
Nova Scotia 1984*



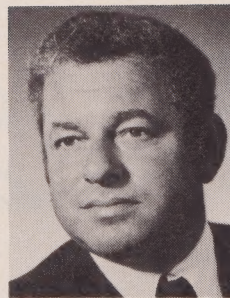
A beer drinker's light beer



Nova Scotia says thank you!

It has been my privilege and pleasure to serve as Chairman for the Parade of Sail, Nova Scotia, 1984. An event as magnificent as the Parade of Sail, however, cannot happen without the abiding commitment of a great many volunteers, and to those people I wish to extend my most sincere

appreciation. I also wish to acknowledge the efforts of the Nova Scotia Department of Tourism in bringing this event to Nova Scotia, in particular the late Bruce Cochran, Minister of Tourism. Enjoy the Parade of Sail. May it bring as much excitement to you as it has to our working committees.



Peter W. Evans

Honorary Commodore Premier John M. Buchanan

Parade of Sail Board of Directors

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				Commander W. J. Sloan <i>Naval Coordinator</i>

Parade of Sail Vessels

(as of April 25, 1984)

"A" Class

Bluenose II, Canada 161'
Dar Młodzieży, Poland, 369'
Eagle, United States, 295'
** Kruzenshtern, USSR, 342'
Meka II, United States, 54'
Sagres II, Portugal, 310'
** Sedov, USSR, 385'
Simon Bolivar, Venezuela, 268'

"B" Class

Our Svanen, Canada, 118'
Providence, United States, 110'
Zawisky Czarny, Poland, 150'

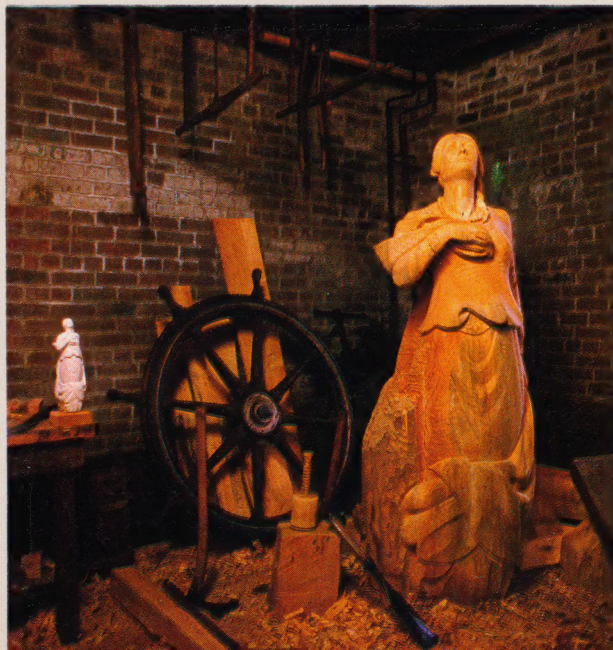
"C" Class

Alliance, United States, 60'
Angele Aline, U.K., 80'
Aztec Lady, U.K., 72'
Blue Shadow, United States, 45'
Canada Maritime, Holland, 88'
Carola, West Germany, 83'
Centaurius, United States, 51'
Chasseur, United States, 43'
Chesapeake, United States, 50'
Covsavo II, Italy, 69'
Dar Szczecina, Poland, 65'
Dasher, U.K., 60'
Dayspring, United States, 80'
Donald Searle, U.K., 80'
Dulcinea, United States, 36'
Enterprise, United States, 53'
Flora, USSR, 50'
Gedania, Poland, 72'
Halcyon, U.K., 85'
Hetman, Poland, 54'
Insurgent, United States, 48'
Jan Z Kolna, Poland, 77'
Joseph Conrad, Poland, 65'
Newport, United States, 49'
Norfolk Rebel, United States, 60'
Novik, USSR, 45'
Oriole, Canada, 98'
Peter Von Danzig, West Germany, 60'

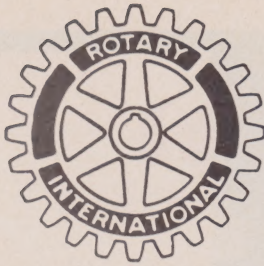
Rachel B. Jackson, United States, 82'
Rinbeau, United States, 44'
Sabre, U.K., 60'
Sheila Yeates, United States, 66'
Smuga Cienia, Poland, 50'
Stoertebeker, Germany, 61'
Stomil, Poland, 50'
Swantje, West Germany, 48'
Tineke, Holland, 52'
Trylaw, Poland, 53'
Urania, Holland, 72'
Welcome, United States, 53'
Wojewoda Pomorski, Poland, 60'

** Either the Kruzenshtern or Sedov are expected from USSR

If you have any feel for the sea, a visit to Halifax should include at least a couple of hours at the Maritime Museum of the Atlantic. You'll discover all manner of fascinating insights into our maritime heritage. Shown here is a corner of the carpentry shop, with a figurehead in the process of being hand carved. The magnificent figurehead on Page 1 of this supplement, is the first thing you see as you enter the museum.



The Parade of Sail is a promotional supplement to the June, 1984 edition of *Atlantic Insight*. Editor: Gordon Thomason. Art Director: Bill Richardson. Publisher: Jack M. Daley. *Atlantic Insight* is published by Northeast Publishing Limited. Address: 1668 Barrington Street, Halifax, N.S. B3J 2A2. Second Class Postal Permit No. 4683, ISSN 0709-5400. Indexed in *Canadian Periodical Index*. Contents copyright ©1984 by Northeast Publishing Limited may not be reprinted without permission. PRINTED IN CANADA.



Autographs

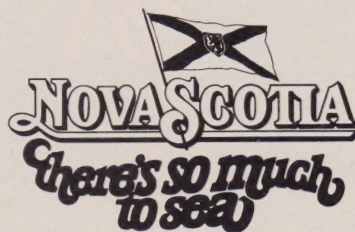
The five Rotary Clubs in Metropolitan Halifax/Dartmouth/Bedford are involved in bringing you this publication in the warm hopes that it will enable you to enjoy all the more the great spectacle of The Tall Ships, in all their majestic glory.

The five Rotary Clubs are part of an international association (Rotary International) that comprises community-spirited men who meet once per week for either lunch or dinner. Its membership is formed on the unique plan of one active representative from each line of business and profession in the community.

Its slogan is "Service Above Self", and it is in that spirit that Rotarians, not only in the metropolitan area of Halifax, but throughout the free world, have given freely of their time and talent to work to raise funds for those less fortunate than themselves. Children and adults who are handicapped, for example, have benefitted enormously from the funding and the activity of Rotarians in the metro Halifax area. Yet there is much more to be done and much more money to be raised.

The Parade of Sail supplement is also being distributed voluntarily by Rotarians, to help provide funds for a number of worthy charities of each of the five constituent Rotary Clubs.

For your support, Rotarians thank you.



Honourable R. Fisher Hudson, Q.C.
Minister of Tourism



Canada Celebrates

Join in the festivities as the world's Tall Ships gather in Halifax Harbour for a four-day stay with many of the larger ships welcoming visitors aboard. Then cheer them on at the start of their stately Parade, led by Nova Scotia's own Bluenose II into the Gulf of St. Lawrence and ultimately to Québec City.

A once-in-a-lifetime event!

Halifax
June 10th to 13th

In an atmosphere of summer fun and festivities, visitors and Nova Scotians will have one last chance to see the tallest of the magnificent Tall Ships before they leave Sydney Harbour on a 2 100 mile race across the Atlantic to Liverpool for the much coveted Ports Canada World Cup. Don't miss this last opportunity to see those breathtaking "cathedrals of the sea".

Sydney
July 7th to 11th



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